



**CITY COUNCIL AGENDA**  
**SPECIAL CITY COUNCIL MEETING OF: OCTOBER 2, 2001**

- CALL TO ORDER
- ANNOUNCEMENT RE: COMPLIANCE WITH OPEN MEETING LAW
- PLEDGE OF ALLEGIANCE

PRESENT: MAYOR GOODMAN and COUNCIL MEMBERS REESE, M. McDONALD, BROWN (Arrived at 6:36 p.m. and excused at 7:00 p.m.), L.B. McDONALD (Arrived at 6:49 p.m.), WEEKLY (Excused at 7:03 p.m.), and MACK

Also Present: CITY MANAGER VIRGINIA VALENTINE, CITY ATTORNEY BRAD JERBIC, ASSISTANT CITY MANAGER BETSY FRETWELL, DEPUTY CITY MANAGER DOUGLAS SELBY, and CITY CLERK BARBARA JO RONEMUS

ANNOUNCEMENT MADE – Meeting noticed and posted at the following locations:

Howard Wasden Elementary School, 2837 Palomino Lane

Downtown Transportation Center, City Clerk's Board

Senior Citizens Center, 450 E. Bonanza Road

Clark County Government Center, 500 S. Grand Central Pkwy

Court Clerk's Bulletin Board, City Hall

City Hall Plaza, Posting Board

MAYOR GOODMAN called the meeting to order at Howard Wasden Elementary School, 2837 Palomino Lane, and led the audience in the Pledge.

(6:30 – 6:31)

**AGENDA SUMMARY PAGE**  
**SPECIAL CITY COUNCIL MEETING OF: OCTOBER 2, 2001**

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**DEPARTMENT: PUBLIC WORKS**

**DIRECTOR: RICHARD D. GOECKE**

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**CONSENT**

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**DISCUSSION**

**SUBJECT:**

Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard) and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance) – Ward 1 (M. McDonald)

**Fiscal Impact**

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**No Impact**

**Amount:**

☐

**Budget Funds Available**

**Dept./Division:**

☐

**Augmentation Required**

**Funding Source:**

**PURPOSE/BACKGROUND:**

**RECOMMENDATION:**

Public hearing only, no action required

**BACKUP DOCUMENTATION:**

None

**MINUTES:**

MAYOR GOODMAN read a letter from ATTORNEY STANLEY HUNTERTON, 208 Rosemary Avenue, which is made a part of the final minutes. In his letter MR. HUNTERTON expressed concern regarding the widening of Alta Drive. However, MAYOR GOODMAN assured the citizens present that widening Alta Drive is not under consideration by the City Council.

COUNCILMAN McDONALD indicated that during the many discussions pertaining to this issue, several suggestions were made about providing emergency and bike lanes and a natural path. He explained that the current proposal was to make each lane on Alta Drive 12 feet wide. The alternate proposal would be 17 feet each lane, with bike and emergency lanes. Additionally, discussions should be held with Metro about imposing fines ranging from \$500 to \$700 to those drivers who use the designated bike lanes when making a right-turn.

DICK GOECKE, Director, Public Works, reiterated that as a result of comments received by the Mayor and Council, he met with the Traffic Engineer and his staff and the lane width was increased, making the total roadway cross section from 24 feet to 34 feet. Currently, there are

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

two roadway cross sections. One is 64 feet wide, and at another location, it is 38 feet wide. When the roadway width is increased from 24 feet to 34 feet, the total project cost decreases because the landscape maintenance cost is greater than the street rehabilitation cost. As a result the project cost decreases from \$1,876,000 to \$1,766,000. MR. GOECKE introduced JORGE CERVANTES, Assistant City Traffic Engineer, Public Works Department.

MR. CERVANTES addressed three main concerns expressed by the Council: the emergency lanes, bus stops and left-turn lanes. A seven-foot cross section would give vehicles the ability to stop in case of a breakdown or for a delivery and still allow the unobstructed 10-foot travel lane for traffic. Typically, pull out for a bus requires about 140 feet of lane for the transition coming in and going out. Since the 140 feet cannot be provided due to many driveways near each other, three existing bus stops were identified. Two are in the vicinity of the church and one near Rancho Drive going westbound. The bus stop in front of the church will remain at its current location. Going in the other direction, where the 140 feet could not be developed between the driveways, that straight portion could be extended a bit further before the lanes begin to meander. The bus stop would still be provided where it is currently, without blocking a travel lane. On the east side of Rancho Drive, there would be a similar situation where it would start to meander just after the bus stop. The third concern was the loss of the left-turn lane at Campbell Drive going south into the neighborhood. The plan currently shows two lanes going westbound and one of those lanes was to be an acceleration lane. However, there is no need for an acceleration lane at that location, and instead that width could be developed into the left turn lane that would turn into the neighborhood to the north. Similarly it would be matched on the east side, providing a southbound left-turn lane.

MR. CERVANTES added that currently Alta Drive is assigned as a shared roadway, which means that there is a minimum of a 14-foot lane to allow a vehicle and a bike to share the road. There is enough width for a bike and still have a car sharing the road at the same time.

COUNCILMAN MACK asked how wide Gowan Road is and whether the bike lane on Alta Drive would be similar to the one on Gowan Road. MR. CERVANTES replied that Gowan Road is an 80-foot right-of-way with 70 feet of pavement. During a traffic volume study it was determined that there was no need for four lanes. There was an opportunity to rehabilitate that street and come back with a constructive plan. Parking was provided on both sides of the street and marked for bike lanes in both directions.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

MAYOR GOODMAN verified with MR. GOECKE that the Alta Drive alternate proposal would be wider and less expensive. MAYOR GOODMAN discussed with MR. CERVANTES that there could be some impact for the residents, as far as getting in and out of their driveways as a result of the project. This might happen, especially during peak hours. However, staff believes that the proposed improvements will provide a traffic flow that is consistent with the quality of life for the people who live in the neighborhood.

COUNCILMAN McDONALD explained that Alta Drive going west is four lanes and it turns into two lanes at Valley View Boulevard. This came about due to neighborhood concerns and the ability to park cars on the street.

MAYOR GOODMAN asked MR. GOECKE to explain how the project would be paid for and who is responsible for its maintenance. MR. GOECKE responded that included into the project cost are the landscape maintenance costs for a two-year period. The cost will be a part of the assessment, and \$700,000 would be spent to rehab the existing street. Included in both the 24-foot and the 34-foot section Special Improvement Districts (SID's), are \$228,000 worth of assessment costs. Under this scenario there would be a portion of the landscaping capital cost assessed against the property owners.

COUNCILMAN REESE asked whether there have been areas within the City of Las Vegas where the City has installed curbs, gutters, sidewalks and streetlights without an SID. Residents in the older part of Las Vegas may believe that the City might provide these amenities. His concern is that this would set a precedent. MR. GOECKE suggested that the cost for those amenities be totally funded by the SID. It is very typical to assess streetlights, sidewalks, curbs and gutters, as well as parking lights for a project. However, the landscaping component has not been associated with any rehabilitation projects performed within the City.

MR. GOECKE stated that besides the \$228,000 assessment cost, \$948,000 needs to be funded from other sources. This amount reflects the 24-foot width project. The 34-foot project would be \$838,000, which would be the difference between the total landscaping cost and what is not paid by the street rehabilitation and assessment.

COUNCILMAN BROWN indicated he supports the increased safety and traffic mitigation that this project would provide, especially because this area is being used as a cut-through. He also supports the proposed increased landscaping. He acknowledged COUNCILMAN McDONALD's passion for the proposed project for this neighborhood.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

However, his concern is that this project might establish a precedent in that other communities might expect the same for their area. His only opposition is the two-year maintenance being tied into the project. He wants to feel comfortable that those property owners that will be assessed are aware of those costs they will be forced to, or mandated to, pay by the City. Despite what has been reported, the entire Council supports this project. Some of the components of the project need to be defined, not only for this neighborhood, but also the entire City. Funding is not unlimited, and the City might be faced with tough times ahead. What is being done for this neighborhood should be something that the City is willing and able to do for other neighborhoods throughout the City.

In response to COUNCILMAN BROWN's comment regarding the two-year maintenance, MR. GOECKE indicated that it would be possible to separate the maintenance costs and form two separate Special Improvement Districts: one for the capital construction costs and one for the two years of maintenance. The total costs would not change.

COUNCILMAN McDONALD explained that this meeting is the first step toward establishing an SID. Once the residents have the exact costs, they would decide whether they want to participate. Once that is established, the item would come back to the City Council for final approval and then move forward with an SID.

COUNCILMAN WEEKLY asked MR. CERVANTES what would happen to Alta Drive to the east, because what happens on Alta Drive to the west will also affect his constituents in Ward 5 who reside east on Alta Drive. MR. CERVANTES replied that Alta Drive to the east is currently undergoing a widening project. The ultimate cross section of Alta Drive at this location would be six lanes, three lanes in each direction. The intent is to upgrade the Rancho Drive corridor, bringing six lanes down Rancho Drive, having a dual and ultimately triple left turn onto Alta Drive down to Martin Luther King Boulevard, which is also scheduled to become a six-lane street. The first phase of the Alta Drive widening has been completed; the second is currently under construction, and the third phase will start within one year.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

COUNCILWOMAN McDONALD asked MR. GOECKE what would happen at the end of the two-year maintenance, as far as funding is concerned. MR. GOECKE replied that the maintenance cost for the landscaping would need to be re-established and go through the process of creating another SID simply for the maintenance. MAYOR GOODMAN pointed out that there might be a problem at the end of the two years if the residents decide they do not want another SID. He wants to feel comfortable that members of the SID are aware of exactly what the cost and implications of the SID are. MR. GOECKE asked MIKE THOMPSON, Public Works, whether a 10-year SID could be created or if there is a limit on the number of years on a landscaping SID. MR. THOMPSON replied that the two proposed SID districts are being created simultaneously. There is an infrastructure component, which does have some maintenance built into it. The other SID is the landscape maintenance district. The infrastructure district will run on a standard 10-year pay back, but the other SID, if created, would be a revolving improvement district that a budget is set for every year. The difference is that the infrastructure will be levied, but the maintenance will not be levied until that two-year period has expired. After the two years, an ordinance can be proposed to levy that district. The property owners will receive two separate bills, one for the infrastructure and one for the maintenance. If the majority of the residents oppose the two districts, they could not move forward.

COUNCILWOMAN McDONALD referred to a situation that arose in the Sun City and Desert Shores areas where her constituents were concerned about who would continue to pay for the maintenance of the landscaped median installed at the time Sun City was first constructed. Both homeowners associations in this case decided that they no longer wanted to maintain the landscaping along Rampart Boulevard. Therefore, the City was forced to remove the landscaping and replace the medians with paved material due to the City's fiscal inability to keep up the landscaping. She stressed that every resident be aware of the cost to maintain the landscaping in perpetuity so that the City is not faced with removing the landscaping and replacing it with concrete. MR. GOECKE responded that the City Attorney should research the issue, as this is the first time in the history of the City of Las Vegas that a landscape maintenance district is being created.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

COUNCILMAN McDONALD commented that those people that have been attending meetings to discuss this issue were never led to believe that the City would be responsible for the landscaping cost. MAYOR GOODMAN reiterated that the residents be aware what they would be responsible for once they agree to the SID. COUNCILMAN McDONALD added that once the Council approves this item, every resident, including homeowner associations, would be made aware of the SID and whether they want to be assessed.

MAYOR GOODMAN declared the Public Hearing open.

JUDGE DONALD MOSLEY, 1127 Westlund Drive, asked for clarification on how the proposed project came about. COUNCILMAN McDONALD explained that this issue first came about during the time the Regional Transportation Commission (RTC) was planning to widen Alta Drive. The residents came together to save their neighborhood and opposed the widening. Therefore, conversations were initiated with his office, Commissioner Malone, engineers and the Public Works Department to discuss making improvements on Alta Drive. The \$838,000 came out of the million dollars that the County gave the City through an Interlocal Agreement to be used to put in sidewalks, curbs and gutters, and landscaping. The plan is to approve the serpentine roadway. JUDGE MOSLEY applauded the project, especially because it would clearly enhance what he considers the finest neighborhood in Ward 1. The project would also obstruct the cut-through traffic and speeding.

BOB ROBINSON, 417 Lacy Lane, has lived in this area for 25 years and stated that residents who live on Rancho Road abutting Alta Drive, as well as those whose only way out of the neighborhood is through Alta Drive, should also be included in the assessment. It would be more equitable for everyone to participate.

FRED TRAVIS resides across from Our Lady of Las Vegas Catholic Church and school and stated that Citizen Area Transit (CAT) buses use Alta Drive as a thoroughfare and they speed right through. These are problems that residents on Alta Drive deal with everyday. He expressed his appreciation to the Council for holding the meeting.

COUNCILMAN McDONALD discussed with TODD FARLOW, 240 North 19<sup>th</sup> Street, that the 34-foot wide lane would have a designated bike lane. MR. FARLOW stated that the RTC should pay for the bike lanes.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

ROBERT MULL, 3200 West Alta Drive, indicated that he has been having trouble getting out of his driveway ever since Alta Drive became a thoroughfare for vehicles and buses. He suggested that smaller buses travel in residential streets. If traffic is maintained at its current flow he still cannot get out of his driveway during peak hours. He understands the costs and length of time of the proposed SID and supports the assessment district.

KEVIN BUCKLEY, 804 Lacy Lane, appeared on behalf of his parents, BOB and BARBARA BUCKLEY, 2333 Pinto Lane, and DAVE MASON, who owns property on Alta Drive. They all support the assessment district and the positive benefit it will provide for this area.

MARILYN MORAN, 2500 Pinto Lane, also appeared on behalf of her father, who resides at 2429 Palomino Lane, her son who lives at 2433 Palomino Lane, and her sister who lives at 2224 Campbell Drive. Being on the Planning Commission representing Ward 1, she is well aware how the system works since the Commission makes recommendations to the Council for their final vote. As a Planning Commissioner she sat together with COUNCILMEN REESE, BROWN and MACK, who had the same goal, which was not to put a major thoroughfare through an old, quiet, established neighborhood. She also helped COUNCILMAN MACK with the northwest master plan and knows all about the wonderful pluses for living in a new area, where automatically the neighborhoods get parks, curbs, gutters, sidewalks and streetlights. Even though the City has not furnished these improvements, the residents still choose to live in this mature established neighborhood. MS. MORAN suggested that the money set aside for Ward 1 by the County be used to improve the streets. She appreciates the fact that the Mayor and Council are working toward redeveloping downtown. However, she does not believe that Alta Drive should be widened in order to bring travelers downtown. Other major arterials, such as Martin Luther King, Rancho Drive, and Charleston Boulevard could accomplish this. She supports the SID improvement district, which will ensure and secure the preservation of her neighborhood.

GERALD MALONE, 2329 Alta Drive, concurred with MS. MORAN's comments and asked that the City help preserve this neighborhood and its taxable income for the City.



SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

DAVID CHRISTENSEN, 3525 Palomino Lane, appeared in support of the SID and commented that he recalls when Alta Drive was closed at Valley View Boulevard. Access into this area should be limited by closing off Alta Drive at the Las Vegas Water District property line to avoid cut-through traffic. He gave an example of how he followed one driver coming from the northwest who used Alta Drive, Palomino Lane, Shetland Road, and then Charleston Boulevard to get to his place of employment at Quail Park.

AUGIE BUSTER, 1903 South Jones Boulevard, expressed concern that widening Alta Drive to six lanes would create a problem for the property that he owns on Alta Drive. He suggested that a continuity medical district be created all the way up to the railroad project.

HUGH RICHENS, 300 Lacy Lane, asked if any plans are being implemented to mitigate the egress and ingress on Lacy Lane during peak hours. COUNCILMAN McDONALD indicated that Lacy Lane is an uneven street and discussed with MR. CERVANTES that it will be corrected with this improvement.

PAUL CHRISTENSEN, 710 Lacy Lane, also expressed his desire to see Alta Drive closed. He recalled that Lacy Lane West and Valley View Boulevard from Charleston Boulevard to the freeway belong to the Las Vegas Valley Water District. Alta Drive was opened before he was on the Council, and he would not ever have voted to open that street. Once the downtown project is complete, vehicles will still travel down Alta Drive. He addressed the traffic light on Campbell Drive and Alta Drive and questioned how the City met those warrants. He has been calling Public Works to have that light re-adjusted since the day it was installed.

GLADYS SILVAGGIO, 3801 Alta Drive, stated that she is glad the light was installed at Campbell Drive and Alta Drive because before the light was installed there were accidents almost every day. She supports the SID because the proposed downtown project will definitely bring additional traffic on Alta Drive.

JOHN HUNT, 2600 Pinto Lane, commented that the City Council's efforts have been exemplary in curbing urban blight. His neighbors should be applauded for their efforts to preserve this neighborhood and should not be punished by possibly widening Alta Drive in the near future. MAYOR GOODMAN stressed again that as long as he is Mayor, Alta Drive will not be widened, and the present City Council will stand by that proposition. MR. HUNT expressed his support for the assessment.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

FRANK HAWKINS, 2300 Alta Drive, appeared in support of the SID and stated that while he was a Councilman he should have taken the opportunity to close Alta Drive. He respects what the present Council is doing, but his concern is what will happen with a new Council. As the City continues to expand, this issue is not only true for Ward 1, but for the entire City. How this particular situation is handled sets a precedent. The residents are willing to pay, and he appreciates COUNCILMAN McDONALD's fight for the neighborhood and for his support of what the residents want.

LOIS TARKANIAN, 2905 Justice Lane, thanked the City Council for holding this meeting and appreciates all their efforts. The residents know that things change as a new Council comes in, and she fears that if the improvements on Alta Drive are not done at this time, they might never be done. She knows that every Council member has voiced their strong support for the preservation of neighborhoods. At one time or another every resident has thought of moving out because of the increased traffic on Alta Drive. However, they remain strong to keep this neighborhood beautiful for the entire City.

COUNCILMAN REESE stated that COUNCILMAN McDONALD has done a great job representing Ward 1 and that the entire Council supports his efforts to preserve this neighborhood. If a traffic problem arises once the property is developed downtown, and Martin Luther King Boulevard and Rancho Drive are not being used, maybe closing Alta Drive should be an option. No member of this Council would do anything to impact their own neighborhoods. As far as what will happen three or four years from now, no one can predict the future, especially in light of what happened this past couple of weeks. As a Planning Commissioner and Councilman, he had the same desires as far as preserving older neighborhoods. In fact, he represents three of the oldest neighborhoods in the City of Las Vegas and will do everything in his power to preserve them. The entire Council is committed not to hinder any neighborhood.

MIKE THOMPSON explained for COUNCILMAN MACK that the items coming before the City Council would allow the Public Works Department to move forward and break down those assessments. The next step would be to determine everyone's exact assessment amount. COUNCILMAN MACK stated that as an RTC member he appreciates the consideration being

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

given to emergency vehicles, delivery trucks, and CAT buses which pull in and pull out. His only concern is the precedent this might set if this becomes a maintenance district for the first two years. He asked that anyone with concerns regarding CAT buses speeding down Alta Drive, or any other road in the City of Las Vegas, should contact his office and he will respond to make sure the buses slow down.

COUNCILMAN McDONALD commented that the community will be asked if they want to participate in the assessment. This will be a new type of SID where it will be a community-type involvement. MAYOR GOODMAN once again stressed that everybody needs to know about the responsibilities, as far as the SID is concerned.

LOIS ROSEN, 212 Lacy Lane, asked whether ambulances would be able to go down this street when necessary. Making Alta Drive a serpentine street will beautify the area and will slow traffic as well.

FRANK PERONE, 120 Shadow Lane, expressed his concern about the amount of traffic during the morning and afternoon hours when parents drop off and pick up their children from school. He asked what could be done to mitigate traffic during those designated hours.

COUNCILWOMAN McDONALD offered her support to COUNCILMAN McDONALD and this project. Many people do not realize that the Council works hand in hand to share ideas that help a neighborhood. She represents some sections of Alta Drive, and traffic is a problem. Therefore, she supports anything that would mitigate the flow of traffic on Alta Drive. She asked that the project be designed in a way that would allow residents the same egress and ingress to their driveways that they currently have. Secondly, whatever assessment formula is created, it needs to make sure that it maintains the landscaping, so that the City is not put in a bind to figure out how to pay for the assessment if the residents decide they no longer want to pay.

DENNIS MORGAN, 2701 Alta Drive, thanked the Council for their support in trying to preserve his neighborhood. He stated that his concern has been the characterization about the contribution from the County as a subsidy for this project. However, he is happy that that money is coming back to the neighborhood from County taxes.

SPECIAL CITY COUNCIL MEETING OF OCTOBER 2, 2001

Public Works Department

Item1 – Public hearing on the preliminary plans regarding Special Improvement District No. 1484 – Alta Drive (Rancho Drive to Valley View Boulevard and Special Improvement District No. 1485 – Alta Drive (Landscape Maintenance)

**MINUTES – Continued:**

ROBERT GUTHRIE, 701 Shetland Road, referred to the \$900,000 coming from the County and that the Council be prepared, because even though it is justified, to him it looks unethical. MARK VINCENT, Director, Finance and Business Services, clarified that Clark County did not directly contribute any money to the Alta Drive project. The City's Interlocal Agreement with Clark County authorized one million dollars of funding for engineering and construction costs on the Buffalo football complex. That contribution allowed the City to transfer one million dollars of discretionary City funding from the Buffalo project to the Alta Drive project.

MABLE MUSGRAVE, 3204 Alta Drive, expressed her concern about drivers speeding through her neighborhood. She has called the Las Vegas Metropolitan Police Department, but the response was not immediate. She asked the Council to look into obtaining traffic control on Alta Drive. COUNCILMAN McDONALD replied that Captain Anthony, who is in charge of the Traffic Bureau, was contacted to look into this issue. Unfortunately, Metro's bike patrols are limited, but they will use recruits to monitor speeders. MS. MUSGRAVE suggested that a traffic light be installed on Lacy Lane to decrease the speed limit on Alta Drive.

MAYOR GOODMAN declared the Public Hearing closed.

There was no further discussion.



**AGENDA SUMMARY PAGE**  
**SPECIAL CITY COUNCIL MEETING OF: OCTOBER 2, 2001**

**CITIZEN PARTICIPATION:**

Items raised under this portion of the City Council Agenda cannot be deliberated or acted upon until the notice provisions of the Open Meeting Law have been met. If you wish to speak on a matter not listed on the agenda, please step up to the podium and clearly state your name and address. In consideration of others, avoid repetition, and limit your comments to no more than three (3) minutes. To ensure all persons equal opportunity to speak, each subject matter will be limited to ten (10) minutes.

ROBERT MULL, 3200 West Alta Drive, asked whether Ward 1 encompasses the area of Decatur Boulevard to Valley View Boulevard, because the quality of life for those residents has been deteriorating. He asked if anything could be done to support that neighborhood. COUNCILMAN McDONALD replied that representatives from that neighborhood were present at this meeting and are aware of the proposed assessment. MR. MULL further stated his concern about the increased traffic.

(8:11 – 8:12)  
**2-394**

ELVA DECKER, 4404 Nolan Lane, stated that during the evening peak hours it is very hard to travel on Alta Drive. During the Christmas shopping season the traffic increases, and it is very difficult to make a left turn from Alta Drive onto Decatur Boulevard. She asked that there be more patrolling by Metro in this location.

(8:12 – 8:13)  
**2-439**

EDITH WILLIAMSON, 1916 Quail Point Park, owns a building at 501 Shadow Lane. She stated that six CAT buses stop in front of her driveway each hour and many times her renters cannot get in and out. She wrote a letter to the Mayor and received a response informing her that her letter was being forwarded to the appropriate agency. However, she has yet to receive a response. This problem has been going on for six years, and she would appreciate any help the City could provide. MAYOR GOODMAN asked DAVID YANCY from the RTC, who was in the audience, to respond to MS. WILLIAMSON's concern.

(8:13 – 8:15)  
**2-468**

**MEETING ADJOURNED AT 8:15 P.M.**